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A Comprehensive and Complete
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Hongkong, 1st October, 1905. [a2771]

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[a1200]

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Hongkong, 1st June, 1906. [a1204]

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Hongkong, 9th May, 1906. [1042]

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Hongkong, 18th November, 1901. [47]

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B Hongkong, 21st September, 1905 [688]

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Hongkong, 22nd December, 1903.

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Hongkong, 24th July, 1905. [1951]

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[a221] **THE MANAGER.**

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9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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1.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
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Hongkong, 13th July, 1906. [769]

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Hongkong, 17th May, 1906.

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Correspondents must forward their names and ad-
resses with communications addressed to the Editor,
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HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 5TH, 1906.

Some (imago May 24th) we noticed the publication of a new theory of the universe, in which suggestions as interesting as they were bold were made. It will be seen that on the subject of tides, to which we promised to return, the Rev. J. COLEMAN is equally unconventional and quite as ingenious. The orthodox belief that the attraction of the moon is one of the chief factors in the production of the tides, and that the influence of the sun is secondary because of its great distance from the earth, is, we are now told, quite erroneous. Proof by figures is not withheld. "The moon draws the earth with a force equal to 20,490,000,000,000 tons approximately, while the sun's mass, notwithstanding its great distance from the earth, attracts it with a force of 3,462,000,000,000,000 tons. In these numbers the sun's attraction of the earth is shown to be 169 times that of the moon." It therefore follows, "as the night the day", that "if the moon's force raises the tides to a height of six or seven feet, the sun should draw the sea over a mountain one-fifth of a mile high". The author of this truly amazing demonstration begs us to withdraw our minds from the Newtonian theory of attraction, and to start on the assumption that the surface of the sea is pushed, instead of pulled, by the sun. There is expansive force in the sun's rays: we have only to think of them pushing at the sea to see the part free from such pressure rising. Assisted by the motion of the earth, the sun pushes our tides; the constant revolution of the earth from west to east inclines the sea water to flow westward, "because it is difficult for the water to

maintain a momentum equal to that of the solid earth". Columbus noticed that the ocean current seemed to follow the sun. "By the law of reaction there is an undercurrent formed which finds its way towards the eastern coast." The atmospheric pressure is increased and decreased at regular intervals by the alternate heating and cooling of the surface of the globe; and this oscillating pressure "acts like the touch of a hand on a cradle", increasing the inclination of the ocean to move back and forth between east and west. The sun passing over the Pacific causes a tide on the coast of Asia; the return tide is the reaction, the swing of the pendulum. "If the sea could all act together the return tide should reach the American coast by the time the sun would arrive the following morning and be ready to be assisted to come west again along with the sun." The author realises in that case that there would be in any given place only one tide a day, and points out that there are a few such places on the earth. But the sea is too large for simultaneous action, and "before the sun has reached the shores of Japan, the eastern half of the ocean has broken loose and is on its return journey to California. The polar currents known to exist, he adds, divide the sea in two, setting up a sort of wall between east and west. Here we are less able to follow his reasoning; but he plunges boldly to the triumphant result: "This produces two tides, one in the east and the other in the west, coming in and going out pretty much at the same time." One of these tides he calls, for convenience, the sun-tide, and the other he calls the momentum-tide. And this is how they behave. "The sun starts a tide up in the ocean at two a.m., six hours from the coast, and gets it into Tokyo Bay at eight a.m. It will then recede to the starting point in mid-ocean in six hours and get back here (Tokyo) in some twelve hours from the time it left, and go back to sea in the night, to be brought in again the following morning. If the water travelled as fast as the sun, what I have described would be the action, but friction retards the progress of the water and it arrives in Tokyo Bay about thirty-two minutes later each morning. In the course of twelve days the tide has lost six hours. This will make the momentum-tide be in Tokyo Bay when the sun arrives in mid-ocean at the point where the tide should be started towards the coast. The outgoing momentum-tide and the incoming sun-tide meet two or three hours off the coast and both are badly levelled by the collision. A day or two later the sun-tide gets the ascendancy and we have the two tides merged into one. Then these become the sun-tide out of which arises a new momentum-tide. When the two tides combine on the coast there is what is known as 'spring tide'. This occurs about once a fortnight, corresponding in point of time with the number of days there are between new moon and full moon. About midway between the occurrences of 'spring tide' is what is called 'neap tide'. The tide is then low, being the result of a slight interruption because of the momentum-tide being impeded by the formation of a new sun-tide which acts in opposition to it. The 'neap tide' also occurs fortnightly, and for this reason has been supposed to be caused by the first quarter and the third quarter of the moon, just as the new moon and the full moon have been supposed to cause the 'spring tide'. There is a touch of assurance about these tenets, "has been" and "have been", which promises that the new GALILEO will not easily recant his original beliefs.

We are informed that a dog which had been sleeping for five days was to be seen at the veterinary surgeon's the other day.

The Hawaiian Gazette of May 4th contains photographs of ruined San Francisco. Some of the scenes are strikingly desolate.

It is stated that the Chinese Government has abandoned its position with regard to the Customs appointments in deference to foreign protests.

Yesterday being a holiday business was generally suspended, and the people either hid themselves to the Happy Valley or sought more distant places in which to spend a few hours.

A British officer, Major Harvest, is credited with successful plague cures in the Rangoon cantonments. His "favourite medicine for plague patients is sulphur and brandy." A Dr. Douglas writes to the Press strongly protesting against an unqualified man doing doctor's plying.

When the clock tower was decorated for Prince Arthur's visit, it was left smeared with oil stains and pitted with nail holes. Once more the bamboo scaffolding went up, the holes were plastered up, and the scaffolding was again taken down yesterday. The edifice still wants washing, or better still, painting.

White ants are in flight just now, and invading our houses. Wings may be seen here and there where they have fallen.

A quartermaster in the French navy has invented an arrangement for "wireless" stations by which the operators are protected from their present perils in thunderstorms.

A Chinaman suffering from plague committed suicide at West Point on Saturday afternoon by throwing himself from the verandah of the District hospital to the street below, being killed instantly.

Lady Blake having been indisposed towards the end of April, Sir Henry and she took a holiday in the hills. Sir Henry Blake spent some time hunting for precious stones, and it is said he "brought back a number".

"Captain ———— Regiment, has qualified to do duty with bullets, mules or ponies on field service." This notification appeared in the 9th (Sunderland) Division orders recently. Whether the qualification carries with it extra remuneration is not stated, observes the Labour paper.

During his recent tour in Jellalabad the Amir o. Afghanistan announced that he would receive no presents. Observing the Amir's wishes, the Nizam's Raikes omitted to offer any gifts, and thereby incurred His Highness's displeasure. The Herat Army now says its prayers five times a day, Renter states.

A new condition has been attached this year to the retail liquor licences issued in Rangoon. It runs as follows: "Should the Collector hereafter in accordance with instructions from the Financial Commissioners fix what brands of liquor are to be sold or the prices below which the liquor are not to be sold under the licence, the licensee will not sell any other brand at a lower price." Grandmotherly care of the consumer could hardly go further.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:

March ———— "Gloire" ———— Marche
Overture ———— "La Vie en Rose" ———— Dep. et
Waltz ———— "Sourire d'Amour" ———— Marche
Selection ———— "The Clingings" ———— Marche
Song ———— "By the Fountain" ———— Adams
New Round Dances ———— "The Violets" ———— Morris

A strange tragedy of nerves and temper is reported from Corbail, laying M. A. Bachmann, a well-known French painter, under a charge of homicide. His sister, married to a certain M. Lerodote, resident in Paris, against whom she contemplated divorce proceedings, was in a state of health so delicate that M. Bachmann invited her to his villa for the benefit of the country air. After a few days M. Lerodote, accompanied with imperious orders to his wife to return, despite the benefit she was deriving from the change. To escape the husband's violent abuse M. Bachmann went to his studio, where M. Lerodote followed him, and as he entered the room shouting threats, the painter hastily drew a revolver and shot him dead, afterwards giving himself up.

THE BUILDING COLLAPSE.

Some excitement was created on Sunday night when it was reported that the houses adjacent to those which collapsed in Queen's Road West were also giving way. The police turned out and discovered that the party wall between 238 and 240 was bulging out. To avoid disaster the inmates were ordered out and afterwards coolies were engaged in shoring up the walls.

THE REPORTED RESTORATION OF WEIHAWEI.

DENIAL BY THE BRITISH GOVERNMENT.

A London telegram received by the *Herald* states that the British Government has contradicted the report that it is negotiating with Japan with a view to the restoration of Weihaiwei to that country and its conversion into a Chinese naval port.

THE BRITISH AMBASSADOR TO JAPAN.

The recent luncheon to Sir Claude and Lady MacDonald by the Emperor and Empress of Japan was not in the nature of a farewell entertainment prior to the British Ambassador's departure for his holiday in England, as has been surmised. Their Majesty's intention was to express their recognition of the services rendered by Sir Claude and Lady MacDonald in connection with Prince Arthur's mission. The Ambassador and Lady MacDonald do contemplate a six months' trip to Europe, but their departure will not take place until the end of September or the beginning of October. The *Japan Mail* states that there is no foundation for the report that Sir Claude will not return to Tokyo after his holiday. It believes that there is reason to hope that His Excellency will complete the full ambassadorial term of five years.

A NEW STEAMSHIP LINE.

SAN FRANCISCO TO CHINA.

It is rumored that a new steamship company will shortly enter into competition with the Pacific Mail Steamship Company. We gather, says the *Strait Times*, that the new line will be controlled by the Grand Company, and will run in conjunction with the new railway owned by their company, known as the Great Western. It is considered probable, indeed it is almost a certainty, that the advent of this new line of steamers will result in a war of rates between the two companies which will then be operating. It is anticipated that the first vessel of the new company will be in Hongkong before the next three or four months have passed. We understand, continues the same journal, that a gentleman who was formerly general agent for the Pacific Mail S.S. Co. at San Francisco has accepted the position of General Manager in the new company.

TELEGRAMS.

(REUTERS' SERVICE.)

FRANCE.

London, June 2nd.

The French Chamber has re-assembled and elected M. Brisson President.

THE BRITISH ATLANTIC FLEET.

London, June 2nd.

Rear-Admiral Egerton has been appointed second in command of the Atlantic fleet.

THE KING AND QUEEN OF SPAIN.

London, June 2nd.

In the course of yesterday their Majesties frequently appeared on the balcony of the palace and received ovations. The city was magnificently illuminated last night. Their Majesties are overwhelmed with telegraphic congratulations from everywhere in this world.

AUSTRIA.

London, June 2nd.

Baron Beck has formed an Austrian Ministry.

A BELATED "GARTER" STORY.

A Yokohama contemporary publishes rather an interesting sidelight on the Garter investiture. It comes second-hand from one of the ladies present at the function, so is probably quite true. It seems that the Garter, which was magnificently jewelled, was a little too small for the Mikado's leg. It had been measured for the Mikado's leg, and the Mikado was wearing loose white "cord" and half boots. Prince Arthur struggled with it for some time. Meanwhile, the Emperor standing on one foot—the other being on a cushion lost his balance and nearly fell over. Eventually the Prince managed to fix the Garter, but in doing so tore his hands, which bled profusely. So with great ceremony and deliberation, "court" plaster (most appropriate) was produced, and the princely fingers were done up.

TRADE OF SINGAPORE.

The Straits Settlements returns of imports and exports for the year 1905 have just been published. The imports, exclusive of treasure, come out thus:

1905 ... \$31,820,854-433,845,371
1904 ... \$37,063,098-432,305,793

Decrease in Dollars ... \$5,442,234
Increase in Sterling ... 41,539,578
Singapore accounts for \$28,347,216 against \$24,079,225 in 1904. The decrease is most marked under the head of raw materials. Peasants shot up by over 12 million of dollars. The exports, exclusive of treasure, show thus:

1905 ... \$27,597,919-428,332,714
1904 ... \$26,158,779-425,419,451

Increase in Dollars ... \$1,439,140
Increase in Sterling ... 42,913,263
Singapore decreased from \$19,956,427 in 1904 to \$19,618,811 in 1905. The falling off is wholly under the head of raw materials. Peasants shows increase amounting to about \$14,690,000. The value of tin exported from Singapore fell off from \$4,795,671 in 1904 to \$3,879,583 in 1905. Peasants tin exports increased by over 75 million dollars.

The imports, including treasure, the gross value are—

1904 ... \$30,442,084
1905 ... \$34,597,789

The imports, excluding treasure, are—

1904 ... \$32,619,851
1905 ... \$29,247,931

The conversion rates have been taken at about 1/11 in 1904 and 2/09 in 1905.

EXTRAORDINARY SITUATION IN ENGLAND.

POLICE, PEOPLE, & MOTORISTS.

A case of great interest to motorists was decided on April 25th at Croydon. It was the case of the police against Mr. William Farmer Little, of Croydon, for alleged "obstruction".

The circumstances were that on Sunday morning, March 4, the defendant, being aware of motor-car traps in the main road, went on in advance towards London, and by holding up his hands, and in one case calling out "police trap," warned approaching motorists, who slackened their speed, and so rendered inoperative the arrangements of the police.

Mr. Little maintained that he had as much right as anyone else to prevent the law being broken, but Mr. Maskett contended that the defendant's action amounted to obstruction of police while in the execution of their duty.

The Bench considered the alleged offence did not come within the Act, and dismissed the case; but on the application of Mr. Maskett they agreed to state a case.

Although Mr. Little is not a motorist nor a member of the Motor Union, the union has resolved to pay his legal costs and to support the decision of the magistrates before a High Court.

Meanwhile, police ardour in the matter of traps in various parts of the country will not slacken, our correspondents inform us, nor, on the other hand, will the energy of the recognised motor scouts. These scouts, said a motoring authority yesterday, are undoubtedly unpopular. As a rule, the non-motoring public will aid the police rather than the motorist. People who live along the high roads, and get the full benefit of the dust nuisance, gladly let the police ambush in their front gardens, and give them every assistance to catch motorists.

THE BUDDHIST CONGRESS.

Buddhist and Theosophist circles have been disturbed by happenings at the recent Buddhist Congress in Ceylon. A resolution was there proposed offering thanks to Colonel Olcott, President of the Theosophical Society. A number of orthodox Buddhists objected to the proposal on the ground that Theosophy was, from the Buddhist point of view, a heresy, and that Colonel Olcott had by his talk of "ignorant and bigoted Buddhists," by his condemnation of those who venerated the tooth relic, and by other conduct, forfeited the respect and loyalty of Buddhists. The temper of the majority of the meeting favoured passing the vote of thanks, and seeing that the venerable the High Priest Sir Sumangala left the meeting after denouncing the resolution. It will be interesting to see what comes of this rupture of the strange alliance between Buddhism and Theosophy.

CIVIL SERVICE CRICKET CLUB SPORTS.

No more agreeable way of spending the holiday could have been devised than that which the committee of the Civil Service Cricket Club selected for yesterday. The "at home" enabled members, with their wives, families and friends to pass a pleasant afternoon at the Happy Valley, and as the weather left little to be desired everybody within the grounds of the Club enjoyed the programme of sports and the adequate provisions made for their entertainment. The arrangements were in the capable hands of the Sports Sub-Committee, consisting of Messrs. Duncan, Hoggarth, Wheel, Kelly, Badcock, Dawson, Adams and L. E. Brett; and as usual, the undertaking was not lacking in influential patronage. His Excellency the Governor attended in the course of the afternoon and was an interested spectator for some time. As can be understood the programme provided some exciting finishes and some very funny episodes. The girls' skipping race was one of the prettiest events on the card, while chalking the pig's eye provoked not a few smiles.

At the close Mrs. Francis Clark presented the prizes to the successful competitors. She congratulated the Club on the success of the afternoon's sport and hoped they would meet with the same success on the next occasion. Mr. L. E. Brett then presented her with a beautiful bouquet, to which was attached a suitable inscription, and with her reply the proceedings terminated. The Band of the West Kent Regiment played selections during the afternoon.

Appended are the results:—

Blindfold driving race, mixed double (open)—1, Mr. and Mrs. West; 2, Mr. Eversell and Mrs. Tomsett.

Girls' Race (sisters and daughters of members only)—1, E. M. Leod; 2, B. Brett; 3, E. Robson.

Three-legged race (open)—1, Masters Brown and Row.

Ladies' egg and spoon race (wives and sisters of members only)—1, Miss Wicheil; 2, Mrs. Wicheil.

Boys' three-legged race (open)—1, Masters Brown and Row.

Ladies' egg and spoon race (wives and sisters of members only)—1, Miss Wicheil; 2, Mrs. Wicheil.

Boys' three-legged race (open)—1, Masters Brown and Row.

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THE WRESTLING CHAMPIONSHIP.

VICTORY OF HACKENSCHMIDT.

As announced in our telegram of April 30th, the wrestling match between Hackenschmidt and Madrali was decided on April 28th in London at Olympia. The match was for the best of three falls in the catch-as-catch-can style, no time limit, for a stake of £200, a share of the profits and the championship of the world. The contest is described by the *Graphic* thus:

Then came the formal introduction of the competitors to the audience, and Hackenschmidt advanced to Madrali to shake hands. Even in this movement Madrali was slow; Hackenschmidt was nearly over to his corner before the two met. Hackenschmidt gave Madrali a very cordial shake of the hand, and looked critically at him all the time he was doing so. The referee, Mr. Dunning, and the timekeeper took their places, the seconds left the ring, and at twenty-five minutes past nine "Time" was called. A very little preliminary sparring took place before Hackenschmidt got his men down in the struggle they got off the mat, and the referee interfered. Madrali apparently grumbling. In a second or two he was up again, and trying low down for Hackenschmidt. Madrali has always wrestled in the catch-as-catch-can style, and he tried to employ his usual tactics but Hackenschmidt never gave him the slightest chance to do so. To all intents and purposes the wrestling was in the Graco-Roman style, of which Hackenschmidt was a master before he learned to wrestle by the catch-as-catch-can methods. Twice Madrali tried for a leg-hold, and twice he failed. Hackenschmidt was as nimble as a kitten. At Madrali's second fall Hackenschmidt went for him before he had time to recover his position, and got him down with a half-Nelson. "He's done! He's done!" shouted the crowd, but for a second or two, at any rate, the crowd were wrong. Madrali was on his back, but his shoulders were not touching the mat. With one last tremendous effort he had tried the "bridge," that is to say, he was arching his back to prevent his shoulders coming down flat, and Hackenschmidt was, to all intents and purposes, on the top of him. Perhaps the people who grumbled afterwards that Madrali had been beaten too easily did not notice that splendid attempt of his to get free. Of course there was never the slightest chance of its succeeding, and Madrali himself must have known that better than anybody else, but still he tried it. Hackenschmidt made the countermove in a second. Getting his arm across the Turk's chest, he applied the "body press" and so won the first bout. The people yelled with delight as the wrestlers separated. The bout had lasted only 14 sec. Hackenschmidt skipped back to his corner, put on his dressing-gown, and walked quickly out of the ring. Madrali seemed absolutely unconcerned at the result. As he was walking back to his corner his second, Piert, came up to him, and appeared, from his gestures, to be complaining at some mistake of Madrali's. It was not a very sportsmanlike thing to do, for presumably Madrali had done his best. Madrali, however, was not the least moved by the excitement of those around him. He put on his overcoat, sat down, and remained in his corner for the whole of the interval.

When time was called again, however, Madrali appeared to have learned a lesson. His movements were quicker than they had been before, and he roused the multitude to his wildest enthusiasm when he succeeded with his favourite leg-hold, and brought Hackenschmidt to the mat. Hackenschmidt was then on all-fours, and in a flash Madrali's arms went round his waist. He had got a fair body hold, and it looked as if he might win. Then he tried to lift Hackenschmidt, but could not move him a hair's breadth. His superior height was a disadvantage to Madrali; he seemed to have difficulty in getting low down to his man. He bent over, and made some movement to which the referee objected. Hackenschmidt, still on all-fours, looked up, and appeared to be appealing against something. The referee interfered, and said "Let 'em alone." "Not two to one," and so on; but the referee was perfectly right, and Madrali altered his tactics at once. Putting all his strength in his grip, he tried to wrench Hackenschmidt from the mat. He failed. He tried a pain, and again, and again, and each time his grip was less severe. He was wearing himself out to no purpose. Then Madrali made a fatal mistake. Having failed at the body hold, he let his hands go slowly up Hackenschmidt's waist towards his chest. The move was precisely the one for which Hackenschmidt had been waiting. In a fraction of a second he gripped Madrali by the right wrist, pulled him over and under, and then rolling over himself, pinned his man down. From the moment that Hackenschmidt gripped Madrali's wrist the end was not in doubt; indeed, many people foresaw the move before it was made, and shouted that Hackenschmidt had won. Once Madrali was on his back Hackenschmidt's superior strength soon finished matters, and the bout was all over in four minutes.

Directly the referee touched Hackenschmidt a storm of enthusiasm broke over the building. Men threw their hats in the air and shouted till they were hoarse. Hackenschmidt danced up for a moment and waved his hand in triumph to the people, and then ran back to his dressing-room. Madrali went back to his corner, put on his overcoat, and walked out of the ring with his seconds, apparently just as unconcerned as when he had stripped for the match. His only remark about the match was made to his seconds:—"He is a very strong man." Then he went away and dressed.

The general opinion was that Hackenschmidt had triumphed as much by his superior knowledge of the game as by his strength. In short, he was decidedly the better man of the two, and deserved his success.

POLICE COURT.

Monday, June 4th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

SHIPPING.

ARRIVALS.
CAPRI, Italian str., 2,717, Giuseppe Belsito, 4th June, Bombay and Singapore 29th May, General—Carlson & Co.
CHANGSHA, British str., 1,483, T. Moore, 3rd June—Australia and Manila 30th May, General—Butterfield & Swire.
CHIRIA, British steamer, 4th June, from Canton.
HAIKUN, British str., 636, A. J. Robinson, 4th June—Swatow 3rd June, General—Douglas Laprak & Co.
HELEN, German str., 771, J. Jensen, 4th June—Swatow 3rd June, General—Jensen & Co.
MONSIEUR, British str., 2,655, J. H. Hainsworth, 4th June—Straits 29th May, General—Chinsee.
JASON, British str., 4,300, T. G. Steeves, 4th June—Bangkok 1st June, General—Butterfield & Swire.
KWANGTAN, Chinese str., 1,236, W. H. Laut, 3rd June—Shanghai 31st May, General—C. M. S. N. Co.
FRIEDRICH, German str., 1,227, C. F. W. Waldemar, 3rd June—Sydney 12th May, General—Melchers & Co.
EURE, British str., 1,611, R. Almond, 4th June—Manila 1st June, General—Shewan, Tomes & Co.
WOSANG, British str., 1,127, C. Lee, 4th June—Changhai 31st May, General—Jardine, Matheson & Co.
YUNSHAN, British str., 1,128, F. Mooney, 4th June—Manila 1st June, General—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office
June 4th.
None.

DEPARTURES.

June 3rd.
C. F. LARSEN, German str., for Hamburg.
KOHICHANG, German str., for Bangkok.
June 4th.
AUSTRALIAN, British str., for Moji.
CHOWFA, German str., for Hongkong.
NANCHANG, British str., for Hilo.

SHIPPING REPORTS.

The British str. *Heimen* reports: Strong S.W. monsoon.
The Chinese str. *Kwangtun* reports: Light N.E. winds; sea smooth; (thence S.W. winds and sea weather to arrive).
The British str. *Changsha* reports: Experienced strong south-westerly gales to port.
The British str. *Yunshan* reports: Experienced moderate S. to W.B.W. winds and slight sea, with occasional rain squalls, fine clear weather.
The German str. *Friedr. Waldemar* reports: During the voyage from Sydney to Manila we had fine weather with south-easterly winds and moderate sea. From Manila to port we met equally rainy weather with northerly and westerly winds, moderate sea, N.W. swell.

VESSELS IN DOCK.

June 2nd.
ASBURY DOCK—Kohichang, Tean.
KOWLOON DOCK—Jongkoo, Alta, Hiford, Westlich, U.S.S. Barry, J. Diedrichsen, Lydia Cosmopolitan Dock—Arrival Agent.

VESSELS ON THE BERTH.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."

Captain Webster, will be despatched as above on or about the 4th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th May, 1906. [1105]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"PROMETHEUS."

Captain Cornelissen, will be despatched as above TO-DAY, the 5th June, at 10 A.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 23rd May, 1906. [1161]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

"HAIKUN."

Captain A. J. Robinson, will be despatched for the above Port TO-DAY, the 4th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAK & Co.,
General Managers.
Hongkong, 4th June, 1906. [127]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain E. Fey, will be despatched for the above Ports TO-MORROW, the 6th June, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 1st June, 1906. [1185]

FOR KOBE, YOKOHAMA AND NIKOLAJEWSK.

THE Steamship

"JASON."

will be despatched for the above Ports TO-MORROW, the 6th inst., at Noon.

The steamer has superior accommodation for Passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office
Hongkong, 4th June, 1906. [1208]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1906
About
14th June.
"WRAY CASTLE" 23rd June.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 29th May, 1906. 787

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.....	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & Co.	About 4th inst.
LONDON, &c., VIA USUAL PORTS OF CALL.....	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP.....	PAJAWAN	Brit. str.	1 m.	A. F. Street	BUTTERFIELD & SWIRE	About 20th inst.
LONDON, AMSTERDAM & ANTWERP.....	DECALON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
LONDON, AMSTERDAM & ANTWERP.....	AXAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON, AMSTERDAM & ANTWERP.....	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP.....	PINGVEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
AMSTERDAM, LONDON & ANTWERP.....	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	Today.
MARSEILLES, &c., VIA PORTS OF CALL.....	SITONIA	Ger. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
BEEMEN, VIA PORTS OF CALL.....	ANDALUSIA	Ger. str.	k.w.	—	MELCHERS & Co.	On 8th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.....	ACILIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.....	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.....	SCHWARZBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 4th July.
HAVRE & HAMBURG VIA STRAITS, &c.....	ALBESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.....	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.....	CAMBODIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th Aug.
COPENHAGEN & BALTIC PORTS.....	HYSON	Brit. str.	1 m.	—	MELCHERS & Co.	Quick despatch.
GENOA, MARSEILLES & LIVERPOOL.....	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK VIA SUEZ CANAL.....	SITONIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL.....	ANGLO SAXON	Am. str.	—	—	DODWELL & CO., LTD.	About 30th inst.
YANCOUVER VIA SHANGHAI JAPAN, &c.....	EMPEROR OF INDIA	Brit. str.	2 m.	—	SWAN, TOMES & Co.	On 10th July.
YANCOUVER VIA SHANGHAI JAPAN, &c.....	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst.
VICTORIA (B.C.) SEATON & TIENTSIN.....	LYEA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
PORLAND, OREGON VIA SHANGHAI, &c.....	ARAGONIA	Ger. str.	—	—	DODWELL & CO., LTD.	On 3rd July.
SAN FRANCISCO VIA PORTS.....	APPALACHE	Ger. str.	—	—	PORTLAND & ASIATIC S.S. Co.	To-morrow, at Daylight.
AUSTRALIAN PORTS VIA MANILA.....	AMIRAL EXELMANS	Ger. str.	—	—	SWAN, TOMES & Co.	About 10th inst.
AUSTRALIAN PORTS VIA MANILA.....	PAINE WALDEMAR	Brit. str.	1 m.	—	MELCHERS & Co.	On 26th inst., at Noon.
YOKOHAMA & KOBE.....	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA VIA SHANGHAI & KOBE.....	JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	About 10th inst.
KOBE, VLADIVOSTOK & NIJONJEW.....	TITANAS	Dut. str.	—	—	JAYA CHINA-JAPAN LUN	Quick despatch.
WEIHAIWEI CHEFOO & TIENTSIN.....	CHONGHUNG	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
TIENTSIN VIA SWATOW & CHEFOO.....	CHITLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI.....	FAHANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
SHANGHAI.....	WANGHONG	Ger. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	ZITEN	Brit. str.	—	—	MELCHERS & Co.	To-morrow.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW.....	TAISHAN	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 8th inst., A.M.
SHANGHAI, CHEFOO & NEWCHANG.....	KWANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI.....	SHAOHSIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
SHANGHAI.....	DRITA	Brit. str.	—	—	P. & O. S. N. Co.	On 10th inst., at 10 A.M.
TAMU VIA SWATOW & CHEFOO.....	DAIGI MARU	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 13th inst.
AMOY, MANILA, CEBU & ILOILO.....	SUMERIKU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SWATOW & BANGKOK.....	PROMETHEUS	Brit. str.	2 h.	—	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
SWATOW.....	HAIKUN	Brit. str.	1 m.	—	DODGAL LAFRAK & Co.	To-day.
MANILA.....	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA.....	YUNSHAN	Brit. str.	—	—	SWAN, TOMES & Co.	On 8th inst., at Noon.
MANILA.....	RUBI	Brit. str.	—	—	SWAN, TOMES & Co.	On 10th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA.....	ZAFIRO	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA.....	ARRATON APCAR	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 9th inst., at 1 P.M.
BOMBAY VIA SINGAPORE & PENANG.....	KUTSANG	Brit. str.	—	—	CARLOWITZ & Co.	On 9th inst., at Noon.
	CAPRI	Ital. str.	—	—		

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND YOKOHAMA FOR

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT
"ARAGONIA"	5,198	Ernst Wegmann	June 9th, 1906.
"NICOMEDIA"	4,570	Feldmann	June 24th, 1906.
"NUMANTIA"	4,370	Feldmann	July 14th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 29th March, 1906. [113]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA VIA SHANGHAI, JAPAN

and KOBE About 10th June } Freight and Passage.

SHANGHAI About 14th June } Freight and Passage.

LONDON &c., VIA USUAL PORTS OF CALL..... Noon, 10th June } See Special Advertisement.

LONDON and ANTWERP..... About 20th June } Freight and Passage.

VIA SINGAPORE, PENANG, COLOMBO and PORT SAID

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th June, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon amidships. Electric Light Perfect

Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-

date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

FOR

STEAMSHIP

TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 R. Almond Manila On 9th June, Noon.

ZAFIRO 2540 R. Rodger Manila On 16th June, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th June, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ANGLO SAXON" On 14th July.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 29th May, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO.

LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

TIENTSIN VIA SWATOW & CHEFOO "CHONGHUNG" Tuesday, 5th June, 4 P.M.

+ SHANGHAI "FAUSANG" Wednesday, 6th June, 4 P.M.

+ SHANGHAI "WAISHANG" Wednesday, 6th June, 4 P.M.

+ MANILA "YUENSANG" Friday, 8th June, 4 P.M.

+ SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 9th June, 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze

For Freight or Passage, apply to
Hongkong, 4th June, 1906. JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPEROR LINE." Sailing 3 to 7 days Ocean Travel

12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 20th June 21st July.

"ATHENIAN" 3,882 " WEDNESDAY, 27th June 1st Aug.

"EMPEROR OF JAPAN" 6,000 " WEDNESDAY, 11th July 11th Aug.

"MONTEAGLE" 5,600 " WEDNESDAY, 18th July 22nd Aug.

"EMPEROR OF CHINA" 6,000 " WEDNESDAY, 1st Aug. 22nd Aug.

"TARTAR" 4,225 " WEDNESDAY, 8th Aug. 1st Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 282.

Intermediate on Steamers } 240, } 422.

and 1st Class Rail } 240, } 422.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CREADDOCK, Acting General Agent,
Corner Goddard Street and Praya, opposite Blake Pier.
[6]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION SAILING DATE

ANDALUSIA HAVRE, BREMEN and HAMBURG On 20th June Freight.

ACILIA (Calling at Singapore, Penang and Colombo) On 25th June Freight.

ALBESIA (Calling at Singapore, Penang and Colombo) On 4th July Freight & Passengers.

RHENANIA (Calling at Singapore, Penang and Colombo) On 20th July Freight.

SCHWARZBURG HAVRE and HAMBURG On 20th July Freight.

ALESIA (Calling at Singapore, Penang and Colombo) On 6th Aug. Freight.

SPEZIA (Calling at Singapore, Penang and Colombo) On 20th Aug. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by electricity. Daily-qualified doctor and stewards are carried.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, KING'S BUILDING. [12]

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, SOUTHAMPTON, BREMEN AND HAMBURG.

THE HAMBURG-AMERIKA LINE.

S.S. "SITONIA"

will be ready

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"STENTOR"	On 6th June.	
GLASGOW AND LIVERPOOL	"MEMNON"	On 14th June.	
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 14th June.	
GLASGOW AND LIVERPOOL	"PATROCLUS"	On 21st June.	
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 28th June.	
GLASGOW AND LIVERPOOL	"OANFA"	On 5th July.	
GLASGOW AND LIVERPOOL	"ASTYANAX"	On 5th July.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.	
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.	
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 26th June.	
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.	
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 29th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"STENTOR"	On 8th June.	
	"OANFA"	On 7th July.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 14th June.	
	"TEUCER"	On 15th July.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 24th May, 1906.

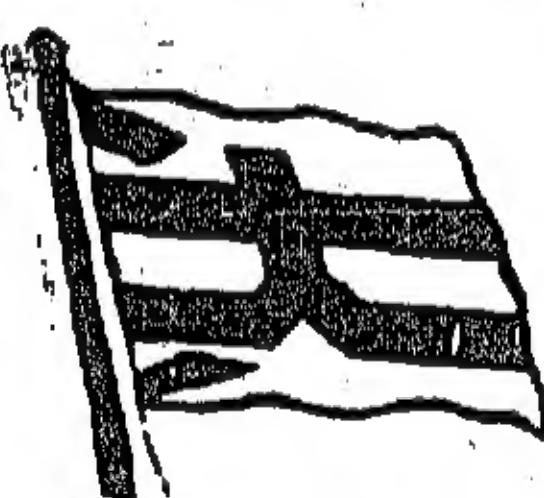
CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"CHIHIL"	On 6th June.	
MANILA	"TEAN"	On 6th June.	
YOKOHAMA AND KOBE	"CHANGSHA"	On 7th June.	
SHANGHAI, CHEFOO, NEWCHANG, WEIHAIWEI, CHEFOO & TIENTSIN	"KWEIYANG"	On 8th June.	
AMOI, MANILA, CEBU & ILOILO	"SHAOHSING"	On 9th June.	
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOK TOWN, CAIRN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"HUICHOW"	On 9th June.	
	"SUNGKIANG"	On 13th June.	
	"CHANGSHA"	On 27th June.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 29th May, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMU VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 10th June, at 10 A.M.	
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"TAISHAN"	SATURDAY, 16th June, at 10 A.M.	

* These Steamers have excellent accommodation, for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 29th May, 1906.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4417	G. V. Williams	On 3rd July.
SHAMUT	5696	E. V. Roberts	On 27th July.
TREMONT	5696	T. W. Garlick	On 22nd August.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
ease of access at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 25th April, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
"SITHONIA" (For Cargo Only)	FRIDAY 8th June
ROON	WEDNESDAY 13th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 27th June
GNISENAU	WEDNESDAY 4th July
HAVERN	WEDNESDAY 11th July
PRINZ REGENT LUITPOLD	WEDNESDAY 18th July
PRINZ BITEL FRIEDRICH	WEDNESDAY 25th July
SACSEN	WEDNESDAY 1st August
PRINZ HEINRICH	WEDNESDAY 8th August
ROON	WEDNESDAY 15th August
PRINZ LUDWIG	WEDNESDAY 22nd August
PRINZ LUDWIG	WEDNESDAY 29th August
PRINZ LUDWIG	WEDNESDAY 5th September
PRINZ LUDWIG	WEDNESDAY 12th September
PRINZ LUDWIG	WEDNESDAY 19th September
PRINZ LUDWIG	WEDNESDAY 26th September
PRINZ LUDWIG	WEDNESDAY 3rd October
PRINZ LUDWIG	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 17th October
PRINZ LUDWIG	WEDNESDAY 24th October

ON FRIDAY, the 8th day of JUNE, 1906, the Steamer "SITHONIA,"
Capt. Bremer, with CARGO ONLY, will leave this Port as above, CALLING AT
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on WEDNESDAY, the 6th June. Cargo and
Specie will be received on Board until 5 P.M. on THURSDAY, the 7th June.
No Parcel Receipts will be signed for less than \$2.50.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$81 0 0	\$42 0 0	\$22 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$85 0 0	\$44 0 0	\$24 0 0
TO NEW YORK VIA SUEZ	\$97 0 0	\$66 0 0	\$36 0 0
VIA NAPLES, GENOA OR GIBRALTAR	\$64 0 0	\$44 0 0	\$26 0 0
VIA BREMEN OR SOUTHAMPTON	\$115 0 0	\$79 0 0	\$47 0 0
	\$68 0 0	\$48 0 0	\$27 0 0
	\$123 0 0	\$83 0 0	\$49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from CALCUTTA to Colombo by rail or steamer is, however, not included.
INTERCEPTION OF THE VOYAGE IN INDIA:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPU, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIGISMUND	TUESDAY, 24th July.
WILLHARD	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at NOON, the Steamer "PRINZ WALDEMAR,"
Captain Wilkes, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50 0 0	\$30 0 0	\$20 0 0
TO NEUSCHWEE	\$42 0 0	\$24 0 0	\$16 0 0
TO BRISBANE	\$43 0 0	\$25 0 0	\$17 0 0
TO SYDNEY	\$43 0 0	\$25 0 0	\$17 0 0
TO MELBOURNE	\$43 0 0	\$25 0 0	\$17 0 0
TO YOKOHAMA	\$43 0 0	\$25 0 0	\$17 0 0
TO KOBE	\$43 0 0	\$25 0 0	\$17 0 0
TO YOKOHAMA and back from KOBE to HONGKONG	\$54 0 0	\$34 0 0	\$24 0 0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 427 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 396 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 6th June.

* Leaving Yokohama in less than six days.

TRANS-PACIFIC THROUGH RATES FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers, P.M.S.S. Co. & O. & S.S. Co.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. L. T. Leatham, Shanghai	Robb, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River
Andromeda, cruiser, 11,000 tons, 16 guns, 13,500 h.p., Capt. Nelson O'Malley, en route Colombo	Sandpiper, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, West River
Astron, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai	Snipe, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze
Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Yangtze	Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong
Britannia, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtze	Ted, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze
Cadmus, British sloop, 1,070 tons, Comdr. H. de Cane Luard, Yangtze	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Singapore
Clio, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Yangtze	Virago, torpedo-boat destroyer, 360 tons, 5 guns, 6,300 h.p., Lieut. Comdr. Stevenson, Shanghai
Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory, Hongkong	Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Gennie, surveying
Fame, torpedo-boat destroyer, 360 tons, 5 guns, 5,700 h.p., Lieut. Comdr. Hughes, Hongkong	Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,500 h.p., Lieut. Comdr. G. E. L. Thomas, en route Shanghai
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, S. American Ports	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze
Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Shanghai	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. J. F. Knox, Yangtze
Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. E. Reniker, Hoatou, Shanghai	
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Darvall, Shanghai	
Kent, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. Yeo Horeay, en route Shanghai	
King Alfred, British battleship, 14,000 tons, Capt. Cecil F. Theobald, en route Shanghai	
Kinshira, river gunboat, 331 tons, Lieut. Comdr. E. V. F. R. Dugmore, on Yangtze	
Moorehead, river gunboat, 190 tons, 2 guns, Lieut. Comdr. P. B. Noble, West River	
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lt. Comdr. Kiddle, Shanghai	
Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Moore, Hongkong	

VISITORS TO CANTON.

Should purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY
CAPTAIN C. V. LLOYD (S.S. "HANKOW")
With Illustrations, Maps and Plans.

Price.....\$1.50

On Sale at—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WAUGH.
Messrs. W. BRADY & CO.
Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903.

VESSELS ON THE BELT

COMPAGNIE DES CHARGEURS
REUNIS.

FOR CALLAO (Peru).
THE Company's Steamship

"AMIRAL EXELMANS"
5,500 Tons, Captain F. Gena, will be despatched
as above on or about SATURDAY, the 9th
June, 1906.

Also taking Passengers and Freight to Ports
of Chile and South or Central America, if
sufficient inducement offers.

For further particulars as to Passage and
Freight apply to

G. DE CHAMPEAUX,
Agent.

(Messageries Maritimes Co.)
Hongkong, 2nd June, 1906. 1263

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"APPALACHEE,"
will be despatched for the above Ports
about the 10th of June.

For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 31st May, 1906. 1184

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA"
Captain Wilkes, will be despatched as above on
or about the 3rd June, if sufficient inducement
is offered.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 1st June 1906. 1196

SHIPPING IN PORT.

STEAMERS.

AMIRAL EXELMANS, French str., 3,144, Gena,
1st June—from Taku—Messageries Mari-
times.

ANDRE RICKMERS, German str., 1,020, Chr.
Kumpel, 3rd June—Bangkok 27th May,
Rice—Butterfield & Swire.

ARAGONIA, German str., 5,193, John Ernst,
29th May—Mol 25th May, General and
Floor—Portland & Aulsebrook S.S. Co.

ARRATON APAC, British str., 2,331, E. Fey,
30th May—Calcutta 14th May, Penang
21st and Singapore 25th, General, David
Basson & Co.

BRAND, Norwegian str., 1,420, M. Evensen, 28th
May—Saigon 23rd May, Rice—Sander
Wieler & Co.

CARL DREIERICHSEN, German str., 774, H.
Schalkier, 3rd June—Haiphong 30th May
and Hoihow 2nd June, General and Pigs—
Jensen & Co.

CHONGKONG, British str., 1,256, S. J. Payne,
27th May—Tientsin via Chetoo and Wei-
hwei 18th May, General—Jardine, Mathes-
on & Co.

CHINA, American str., 3,160, D. E. Friele, 3rd
June—San Francisco 30th May, Mail and
General—P. M. S. S. Co.

CHIRL, British str., 1,143, "Armaghan," 25th
May—Wuhu 17th May, Rice. Butterfield
& Swire.

DAONI, Norwegian str., 883, O. Abrahamson,
2nd June—Bangkok 28th May, Rice.
Agard, Thoresen & Co.

DEWENT, British str., 1,404, J. Jenkins, 28th
May—Saigon 24th May, General and
Rice—Chinese.

EAL OF GARRICK, British str., 1,225, Grant,
2nd June—Newcastle, N.S.W., 2nd May.
Coal—Lauze, Wegener & Co.

FALK, Norwegian str., 445, L. Wallsten, 1st
June—Kobe 28th May, Coal. Sander,
Wieler & Co.

FALK, Norwegian str., 1,380, G. M. Gundersen,
1st June—Saigon 27th May, Rice—Sander,
Wieler & Co.

FARANG, British str., 1,410, F. Wheeler, 25th
May—Wuhu 17th May, Grain. Jardine,
Matheson & Co.

FRIEDRICH, Norwegian str., 810, H. H. Harald-
sen, 19th May—Wuhu and Chinkiang 14th
May, Rice and General—Jensen & Co.

HARVAL, Norwegian str., 1,070, Carl Ander-
sen, 2

